

# VILLAGE OF ELM GROVE

13600 Juneau Boulevard  
Elm Grove, WI 53122

**PUBLIC WORKS UTILITIES COMMITTEE**  
**Thursday, August 25th, 2016 \* 6:30 PM \* Park View Room**

## AGENDA

### 1. Call meeting to order

*Documents:*

[\*PWUC Memo August 2016.pdf\*](#)

### 2. Review and act on minutes from June 20th, 2016

*Documents:*

[\*PW62016md.pdf\*](#)

### 3. Update on Watertown Plank Road Bridge Replacement

*Documents:*

[\*DeAngelis-20160818-Lannon Stone Vs Formliner Columns and Wall.pdf\*](#)

### 4. Review and recommend approval of Cross Access Easement Agreement

*Documents:*

[\*Cross Access Easement Agreement 13390 WTLK.pdf\*](#)

### 5. Discussion and possible action on how to dispose of old street signs.

### 6. Discussion and possible action regarding border swap with Wauwatosa for LRIP Funding

*Documents:*

[\*Municipal Border Swap with Wauwatosa WisDOT.pdf\*](#)

### 7. Update on Wisconsin Ave

*Documents:*

[\*Wisconsin Ave Memo 8-19-16.pdf\*](#)

### 8. Update on Public Works Projects

## **9. Other Business**

## **10. Adjourn**

Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires that the meeting or materials for the meeting has to be in an accessible location or format must contact the Village Clerk, Mary S. Stredni, at 262-782-6700 or 13600 Juneau Boulevard by 3:00 PM Friday prior to the meeting so that any necessary arrangements can be made to accommodate your request.

NOTICE: It is possible that members of, and possibly a quorum of, other governmental bodies of the Village may be in attendance at the above stated meeting to gather information. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to in the above notice.



# Memo

To: Public Works/Utilities Committee  
From: David De Angelis, Village Manager, Richard Paul Jr., Public Works Director  
Date: August 25<sup>th</sup>, 2016  
Re: Public Works Agenda October Meeting

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### **Item 3: Update Watertown Plank Road Bridge Replacement**

Included in your packet materials is a letter from Gerry Powell of Ruekert-Mielke highlighting the cost differentiation from the specified form liner and natural veneer lannon stone for use on the bridge. The committee will need to make a recommendation to the Village Board as to whether or not the lannon stone veneer should be chosen over the form liner. Additional discussion of the bridge progress will also be discussed.

### **Item 4: Review and recommend approval of Cross Access Easement Agreement**

Included in your packet is an agreement with RGI Properties located at 13390 Watertown Plank Rd, to allow the Village to reconfigure the parking via restriping of the lot between the public and private land in order to double the number of parking spaces that are currently in place. The committee will need to make a recommendation on the agreement to the Village Board

### **Item 5: Discussion and possible action on how to dispose of old street signs**

As discussed with the committee in the past, now that most of the new street signs are in place, we have had a number of requests from residents for the old ones. Previous discussions were to sell them vs. scrapping them as is usually done. Discussion on price, process and whether or not to use a silent auction should be discussed.

### **Item 6: Discussion and possible action regarding order swap with Wauwatosa for LRIP Funding**

Included in your packet is a proposed border swap with Wauwatosa from WisDOT to exchange a .05 mile section of roadway south of Watertown Plank Rd on N. 124<sup>th</sup> St. with an area north of N. 124<sup>th</sup> St to allow for funding of the LRIP monies for next year's resurfacing of N. 124<sup>th</sup> St from Watertown Plank Road south to Knoll Rd and including Knoll Rd. Without this swap, our application which was awarded by the LRIP Committee last year would not be eligible for the funds via WisDot based upon their map boundaries that jog back and forth along N. 124<sup>th</sup> St. Village Staff will take the proposed border swap agreement to Wauwatosa upon approval of the Public Works Committee. Once Wauwatosa accepts the changes, the funding can be approved by WisDOT.

### **Item 7: Update on Wisconsin Ave**

Included in your packet is a summary of all the issues involved with the Wisconsin Ave Extension proposal compiled by TES and Mr. De Angelis for discussion with the committee.

If you have any questions prior to Monday's meeting please do not hesitate to call.

**PUBLIC WORKS/UTILITIES (PWUC) COMMITTEE  
MEETING MINUTES  
Monday, June 20<sup>th</sup>, 2016 6:30 p.m., Park View Room**

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**1. Roll call.**

Meeting was called to order at 6:33 pm by Mr. Kressin

Present: Mr. Kressin, Mr. Haas, Mr. Casperson, Mr. Coons and Mr. Jacobsen.

Absent: Mr. Domaszek, Mr. Harley

Also Present: Mr. De Angelis, Mr. Paul Jr

**2. Review and act on Minutes from April 18<sup>th</sup>, 2016**

Mr. Haas moved and Mr. Coons seconded to approve the April 18<sup>th</sup>, 2016 minutes as written. Motion carried 5-0.

**3. Update on Watertown Plank Road Bridge Replacement Project**

Mr. De Angelis updated the committee on the issues the Village had been addressing with ATT's fiber and the other utilities that were running a bit behind. Mr. De Angelis also updated the committee that the 24/7 surveillance on the project utilizing a stationary camera mounted to an adjacent building is up and running and ready to record all events for the duration of the project. Mr. De Angelis also noted that the current contact with CP Rail has been very easy to work with and is ready to work on the crossing.

The road closure was scheduled to start 6/20/16, but has been pushed back to 6/27/16 the following week. That being said, all utilities have relocated their lines, or will have them to a phase of completion where agreed. There may be temporary traffic signal outage as temporary power is being supplied to the signals at Watertown Plank Rd and Elm Grove Rd. The Village DPW will be setting up a Trucking/Bus Route to avoid tight turns and overloaded vehicles from using Elm Grove Rd north of WTPLK (Cave Rd). Additionally the railroad will look at starting their crossing reconstruction at some point during the week as well.

**4. Update on Underwood Creek Interceptor Project**

Mr. Paul informed the committee that the interceptor installation and operation is complete. Restoration has been completed since early May, though Advanced Construction will be back to address some shouldering and drainage issues. The pathway will remain in stone until later this season when the City of Brookfield will incorporate that paving with their larger paving projects. Final wiring and work is underway by Outdoor Lighting and should be completed by the end of the week of 6/20/16 or sooner at which point all loops and detection should be back up and running.

**5. Update on Berkshire Pathway.**

Mr. Paul informed the committee that Payne & Dolan is scheduled to begin pathway construction on or about June 23<sup>rd</sup>, 2016. Adjacent residents and the Pilgrim Park Middle School have been notified. Forestry and DPW have done final brushing as needed and installed the silt fence to protect the wetland designation

**6. Discussion and possible recommendation to divert monies from paving budget to cover traffic signal box repair/upgrade and related power needs**

Mr. Paul informed the committee that as the DPW and relative contractors have been preparing for the bridge replacement project, we have been finding deteriorated wiring and conduits in areas of the work site. Since the need to repair these items and internal components in the control boxes, it would be beneficial to do the work while the road is closed and construction is already under way. If these items are not addressed now there may be more costly repairs and inconveniences at inopportune times in the very near future.

The specifications provided by TES and quote for work provided to committee was reviewed and a motion to reallocate a portion of the paving monies for the electrical, signal and lighting needs was made by Mr. Jacobsen and seconded by Mr. Coons. Motion carried 5-0.

**7. Update on Public Works Projects**

Mr. Paul did not have any updates other than the aforementioned items that the crews have been working on. Mr. Kressin inquired about the status of the Wisconsin Ave Project. Mr. De Angelis informed the committee that this is in progress. Mr. Kressin requested the executive summary to reflect relevant information and updated numbers for Terrace Dr. as well as streamlining the information within the large report.

**9. Other business**

None.

**10. Adjourn.**

Mr. Jacobsen moved and Mr. Coons seconded to adjourn. Motion carried 5-0. Meeting adjourned at 7:00 pm.

Respectfully Submitted,

Richard Paul, Jr.  
Public Works Director

DRAFT

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W233 N2080 Ridgeview Parkway • Waukesha, WI 53188-1020 • Tel. (262) 542-5733

August 18, 2016

Mr. David De Angelis  
Village Manager  
Village of Elm Grove  
13600 Juneau Boulevard  
Elm Grove, WI 53122-0906

Re: Watertown Plank Road, Underwood Creek Bridge  
Lannon Stone Vs. Formliner Columns and Wall

Dear Dave:

Following up on our discussions regarding the bridge columns and parapet walls, we have received a quote from Concrete Structures, Inc. to construct the bridge columns and parapet walls with natural Lannon thin stone veneer in lieu of the specified stained concrete formliner. The formliner and stain requirements were probably originally included in the project, due to cost concerns.

Concrete Structures, Inc. cost to construct the columns and walls with natural Lannon stone veneer is \$34,256. There is an off-setting credit of \$16,932 for eliminating the formliner and staining work from the original contract. The resultant added cost to the project would be \$17,324. There are some technical items we need to clarify with Concrete Structures, Inc. and their subcontractor. However, before we pursue those items, it would be good to determine if the Public Works Committee and the Village Board would like to move forward with the natural Lannon stone veneer, or stay with the specified formliner and stain.

As always, if you have any questions regarding the above, please don't hesitate to touch base with me.

Very truly yours,

RUEKERT & MIELKE, INC.



Gerald E. Powell, P.E. (WI)  
Senior Project Manager  
[gpowell@ruekert-mielke.com](mailto:gpowell@ruekert-mielke.com)

GEP:jkc  
Enclosure

cc: Richard Paul, Jr., Village of Elm Grove  
Peter Roth, Ruekert & Mielke, Inc.

~38-10005 Watertown Plank Road Bridge Replacement > 300 - Construction Services > Correspondence > DeAngelis-20160818-Lannon Stone Vs. Formliner Columns and Wall.docx~



**CORNER STONE**  
CONSTRUCTION

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August 15, 2016

Concrete Structures, Inc.  
3020 Rockport Road  
Janesville, WI 53548

Attn: William Ryan

Re: Watertown Plank Road Bridge  
Elm Grove, WI

We propose to do the masonry work as per plans for the above referenced project:

For the sum of: \$32,800.00 (Thirty Two Thousand Eight Hundred and 00/100 Dollars)

The following Items are Included:

- Natural Thin stone veneer as provided by Halquist Stone Co.
- Cut limestone pier caps and as provided by Halquist Stone Co.
- Laticrete Mortar with resistance to salt exposure
- All hoisting and scaffolding as required.

Not Included:

- Winter construction costs
- Grading. (A suitable surface must be created in order for us to erect scaffolding)

Corner Stone Construction



Jeff Staver - President

\$ 32,800 CSC  
\$ 1,456 CSI mark-up  

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\$ 34,256 Total



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P.O. Box 997  
4204 North Newville Road  
Janesville, WI 53547-0997

Phone: (608) 758-4005  
Fax: (608) 758-4297

## Powell, Gerry

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**From:** wpr@csinc-wi.com  
**Sent:** Monday, August 15, 2016 8:43 AM  
**To:** Powell, Gerry; Roth, Peter  
**Subject:** FWD: Elm Grove Bridge - Thin Stone Proposal  
**Attachments:** 20160815080653.pdf

----- Original Message -----

**Subject:** Elm Grove Bridge - Thin Stone Proposal  
**From:** "Jeff Staver" <jstaver@cscmasonry.com>  
**Date:** 8/15/16 8:06 am  
**To:** "William P Ryan" <wpr@csinc-wi.com>

Bill – See attached proposed pricing.



[www.cscmasonry.com](http://www.cscmasonry.com)

**Jeff Staver - President**

**CORNER STONE CONSTRUCTION**

P.O. Box 997  
Janesville, WI 53547

Office - 608-758-4005  
Cell - 608-201-4888  
Fax - 608-758-4297  
email - jstaver@cscmasonry.com

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**From:** William P Ryan [mailto:wpr@csinc-wi.com]  
**Sent:** Sunday, August 14, 2016 9:53 AM  
**To:** Jeff Staver  
**Subject:** Elm Grove Bridge

Any luck on a price? Thanks.

William P. Ryan, Vice Pres.

Concrete Structures Inc.

Bridges, Box Culverts & Pile Driving

608-774-1109 cell

\_\_\_\_\_

**CROSS ACCESS EASEMENT AGREEMENT**

This Cross Access Easement Agreement (the Agreement) entered into this \_\_ day of \_\_\_\_\_, 2016 between RGI Properties LLC (Parcel A Owner) and Village of Elm Grove, a Wisconsin municipal corporation (Parcel B Owner).

**RECITALS:**

A. RGI Properties LLC is the owner of certain real property located at 13390 Watertown Plank Road, Elm Grove in Waukesha County, WI 53122, and legally described on the attached Exhibit A and referred to in this Agreement as Parcel A.

B. The Village of Elm Grove is the owner of real property Tax Key # EGV 1106034001, Elm Grove, Waukesha County, WI and legally described as on the attached Exhibit B and referred to in this Agreement as Parcel B.

C. The parties desire to grant to each other a cross access easement for the purposes of ingress and egress over their respective parcels to assist in traffic flow and parking access.

**AGREEMENT**

For good and valuable consideration, the receipt and sufficiency of which are acknowledged, the parties agree as follows:

**1. Grant by Parcel A Owner.** Parcel A Owner grants to Parcel B Owner for the benefit of Parcel B Owner and Parcel B and all present and future owners of Parcel B and their occupants, agents, assigns, employees, guests, licensees, and invitees, including all members of the public (collectively, Users), a perpetual nonexclusive easement to use portions of Parcel A as described in Exhibit C as a drive aisle for vehicular and pedestrian ingress and egress over, on, and across such described area to obtain access to and from Parcel B and public rights of way.

The areas described in Section 1 above are referred to in this Agreement as the Parcel A Easement Areas.

**2. Grant by Parcel B Owner.** Parcel B Owner grants to Parcel A Owner for the benefit of Parcel A Owner and Parcel A and all present and future owners of Parcel A and their occupants, agents, assigns, employees, guests, licensees, and invitees (collectively, Users) a perpetual nonexclusive easement to use portion of Parcel B as described in Exhibit B for vehicular use as a drive aisle for vehicular and pedestrian ingress and egress over, on, and across such a described area to obtain access to and from Parcel A and public rights-of-way.

The areas described in Section 2 above are referred to in this Agreement as the Parcel B Easement Areas.

**3. Specifications.** Parcel A Owner and Parcel B Owner agree that any driveway improvements constructed by Parcel B Owner on Parcel A or Parcel B shall be constructed in

47 accordance with accepted industry standards for their respective use as mutually agreed by both  
48 parties in writing.

49

50 **4. Improvements for Ingress and Egress.** Any improvements for ingress or egress will be  
51 done by mutual written consent between owners of Parcel A and Parcel B notwithstanding any  
52 improvements required to the public right-of-way which shall be at the sole discretion of the  
53 Village of Elm Grove.

54

55 **5. MAINTENANCE.** Both parties shall be responsible for the maintenance of their  
56 respective properties keeping them in a hard surface free of potholes and in a state of reasonable  
57 repair so as to not cause any undue hazard. Both parties agree to handle their respective snow  
58 removal operations with Parcel A having the right to place snow in the Village right of way for  
59 the purpose of removal. The Village of Elm Grove shall have the right to use the Parcel A  
60 easement to remove any excess snow as it deems necessary from right of way areas.

61

62 **6. Consistent Uses Allowed.** Parcel A Owner and Parcel B Owner shall each have the  
63 rights to use the described area of their respective properties in any way consistent with the grant  
64 in this Agreement.

65

66 **7. Insurance.** Parcel A and Parcel B Owners shall maintain in effect at all times during the  
67 term of this Agreement a policy of commercial general liability insurance naming the other  
68 Parcel Owner as an additional insured, to insure against injury to property, person, or loss of life  
69 arising out of the Parcel A or Parcel B Owner's use, occupancy or maintenance of the easement  
70 with limits of coverage that are at levels customarily maintained by businesses in the community  
71 in which the Easement Property is located, but in an amount not less than one million dollars  
72 (\$1,000,000) with such insurance being primary without right of contribution. Prior to each year  
73 during which this easement is in effect, Parcel A and B owners shall deliver to the other a signed  
74 original copy of the insurance policy endorsement showing that the parcel B owner and the  
75 parcel A owner have been added as additional insureds to each's general liability insurance  
76 coverage.

77

78 **8. Barriers.** The parties intend that Parcel A and Parcel B shall be served by a single  
79 continuous road area and that ingress and egress between the portion located on Parcel B and the  
80 portion located on Parcel A shall be open and unobstructed at all times. Accordingly, neither  
81 party shall do anything to interfere with the use of the easements granted under this Agreement  
82 by the other party or by the Users. No curbs, barriers, fences, dividers, or other obstructions shall  
83 be constructed on or across any driveway to prevent, prohibit, or discourage the free and  
84 uninterrupted flow of vehicular and pedestrian traffic. Notwithstanding the foregoing, nothing in  
85 this agreement shall be construed to restrict or limit the right of the Village of Elm Grove to  
86 enforce its parking restrictions or ordinances, including the hours and conditions of parking with  
87 respect to Parcel B.

88

89 **9. Covenants Run with Land.** All of the terms and conditions in this Agreement, including  
90 the benefits and burdens, shall run with the land and shall be binding upon, inure to the benefit  
91 of, and be enforceable by Parcel A Owner and Parcel B Owner and their respective successors  
92 and assigns as owners of Parcel A and Parcel B respectively. The easements granted under

93 Section 1 of this Agreement are easements appurtenant to Parcel B and may not be transferred  
94 separately from, or severed from, title to Parcel B. The easements granted under Section 2 of this  
95 Agreement are easements appurtenant to Parcel A and may not be transferred separately from, or  
96 severed from, title to Parcel A. Parcel A easement is intended to benefit all members of the  
97 public to enable them to park on Parcel B.  
98

99 **10. Non-Use.** Non-use or limited use of the easement rights granted in this Agreement shall  
100 not prevent the benefiting party from later use of the easement rights to the fullest extent  
101 authorized under this Agreement.  
102

103 **11. Waiver.** Parcel A Owners acknowledges that it has the right to have the easement area  
104 appraised at the expense of the Village of Elm Grove and to receive just compensation for the  
105 easement rights being conveyed hereunder pursuant to Chapter 32 of the Wisconsin Statutes.  
106 Grantors do hereby waive their right to appraisal and compensation and all appeal rights related  
107 thereto.  
108

109 **12. Governing Law.** This Agreement shall be construed and enforced in accordance with the  
110 internal laws of the State of Wisconsin.  
111

112 **13. Entire Agreement.** This Agreement sets forth the entire understanding of the parties and  
113 may not be changed except by a written document executed and acknowledged by all parties to  
114 this Agreement and duly recorded in the office of the Register of Deeds of Waukesha County,  
115 Wisconsin.  
116

117 **14. Notices.** All notices which are desired to be given by either party to this Agreement shall  
118 be in writing and shall be hand delivered or sent by Unites States registered or certified mail,  
119 postage prepaid, return receipt requested, addressed to the appropriate party at its address set  
120 forth below, or at such other address as such party; shall have last designated by notice to the  
121 other.  
122

123 PARCEL A OWNER: C/O MR. TONY RENK, 13390 Watertown Plank Road  
124 Elm Grove, WI 53122  
125

126 PARCEL B OWNER: C/O VILLAGE OF ELM GROVE CLERK, 13600 Juneau Blvd.  
127 Elm Grove, WI 53122  
128

129 **15. Invalidity.** If any term or condition of this Agreement, or the application of this  
130 Agreement to any person or circumstance, shall be deemed invalid or unenforceable, the  
131 remainder of this Agreement, or the application of the term or condition to persons or  
132 circumstances other than those to which it is held invalid or unenforceable, shall not be affected  
133 thereby, and each term and condition shall be valid and enforceable to the fullest extent  
134 permitted by law.  
135

136 **16. Waiver.** No delay or omission by any party in exercising any right or power arising out  
137 of any default under any of the terms or conditions of this Agreement shall be construed to be a  
138 waiver of the right or power. A waiver by a party of any of the obligations of the other party

139 shall not be construed to be a waiver of any breach of any other terms or conditions of this  
140 Agreement.

141  
142 **17. Enforcement.** Enforcement of this Agreement may be by proceedings at law or in equity  
143 against any person or persons violating or attempting or threatening to violate any term or  
144 condition in this Agreement, either to restrain or prevent the violation or to obtain any other  
145 relief. If a suit is brought to enforce this Agreement, the prevailing party shall be entitled to  
146 recover its costs, including reasonable attorney fees, from the non-prevailing party.

147  
148 Kevin Anundson (Parcel A Owner)      Jeff Auberger (Parcel A Owner)

149  
150  
151 By: \_\_\_\_\_ By: \_\_\_\_\_

152  
153 Name: \_\_\_\_\_ Name: \_\_\_\_\_

154  
155  
156  
157  
158 Tony Rink (Parcel A Owner)

159  
160  
161 By: \_\_\_\_\_

162  
163 Name: \_\_\_\_\_

164  
165  
166 **ACKNOWLEDGEMENT**

167  
168 STATE OF WISCONSIN  
169 COUNTY OF MILWAUKEE

170  
171 This instrument was acknowledged before me on \_\_\_\_\_  
172 by Kevin Anundson, Jeff Auberger and Tony Rink.

173  
174  
175 \_\_\_\_\_  
176 Notary Public, State of Wisconsin  
177 My commission expires: \_\_\_\_\_

178  
179  
180  
181 Village of Elm Grove (Parcel B Owner)

182  
183  
184 By: \_\_\_\_\_

185 Name: Neil H. Palmer  
186 Title: President

187  
188 **ACKNOWLEDGEMENT**

189  
190 STATE OF WISCONSIN  
191 COUNTY OF WAUKESHA

192  
193 This instrument was acknowledged before me on \_\_\_\_\_ by Neil H. Palmer.

194  
195  
196 \_\_\_\_\_  
197 Notary Public, State of Wisconsin  
198 My commission expires: \_\_\_\_\_

199  
200  
201  
202  
203  
204 **CONSENT OF MORTGAGEE**

205  
206 The undersigned, being the holder of a mortgage against Parcel A Property located at 13390  
207 Watertown Plank Road, Elm Grove, WI, consents to the grant of the easement set forth above  
208 and agrees that its interest in the Property shall be subject to this Agreement.

209  
210 Dated: \_\_\_\_\_

211  
212 By: \_\_\_\_\_

213  
214 Name: \_\_\_\_\_

215  
216 Title: \_\_\_\_\_

217  
218 **ACKNOWLEDGEMENT**

219  
220 STATE OF \_\_\_\_\_  
221 COUNTY OF \_\_\_\_\_

222  
223 This instrument was acknowledged before me on \_\_\_\_\_ by \_\_\_\_\_,  
224 the \_\_\_\_\_ of \_\_\_\_\_.

225  
226  
227 \_\_\_\_\_  
228 Notary Public, State of Wisconsin  
229 My commission expires: \_\_\_\_\_

4

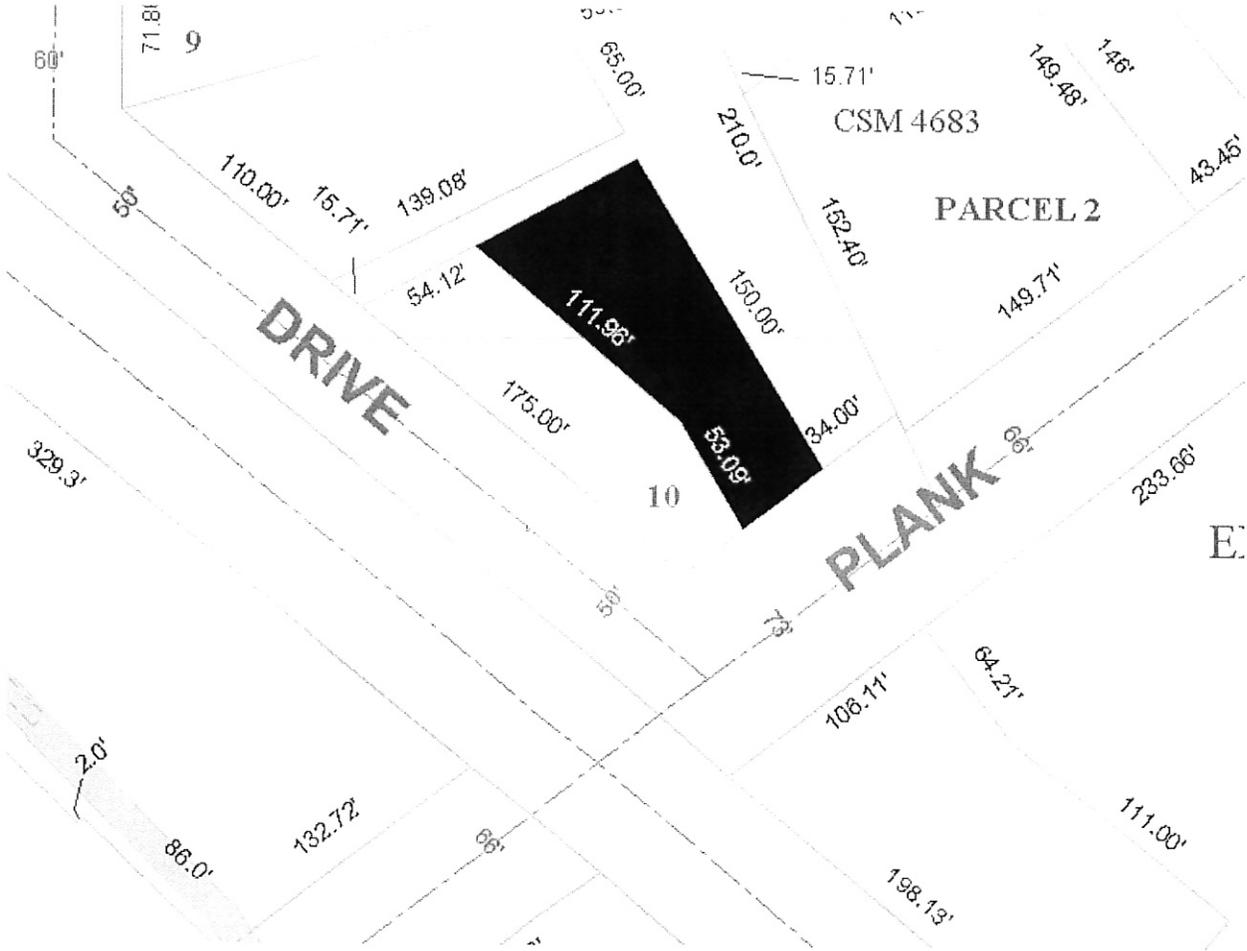
4

4

# EXHIBIT A

## LEGAL DESCRIPTION

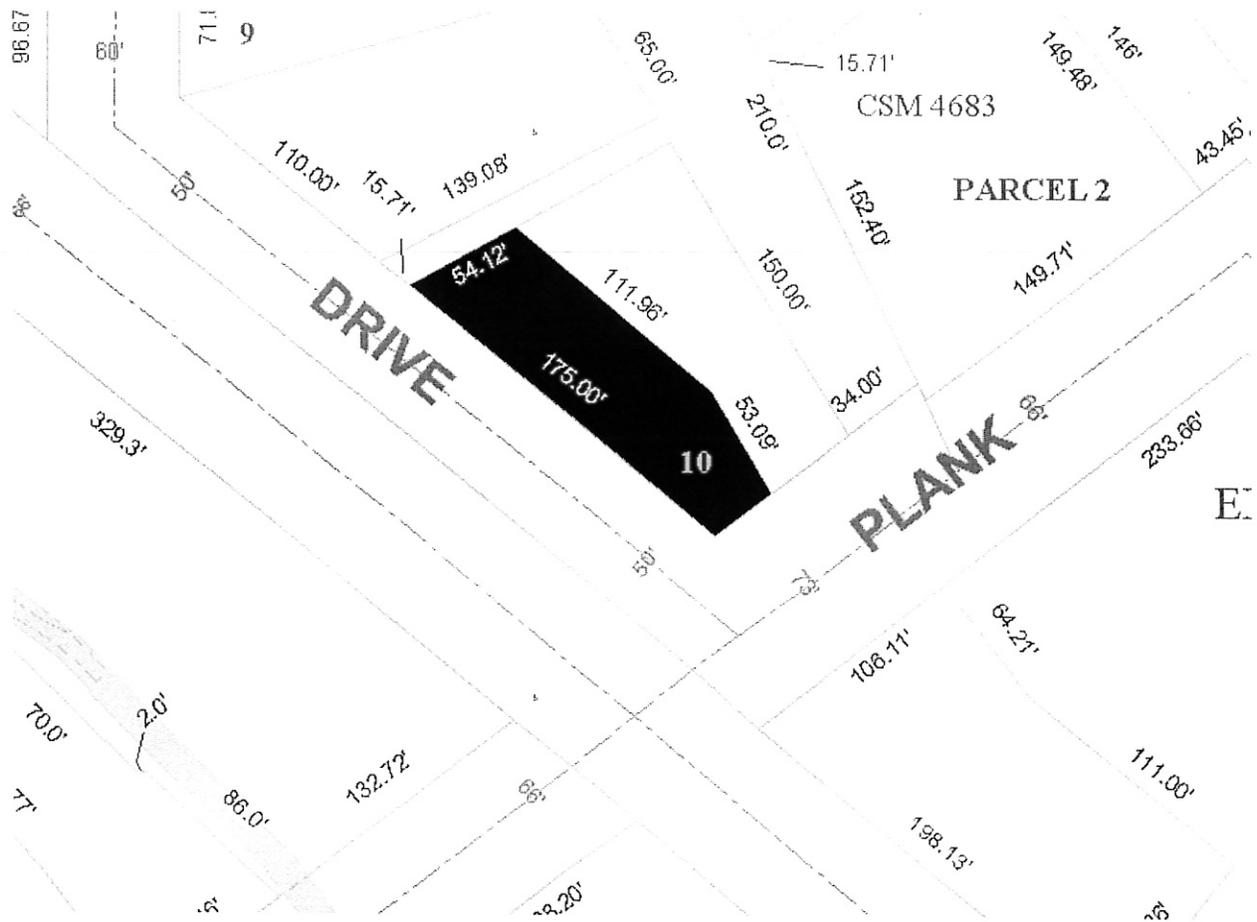
PT LOT 10 BLK 1 BROOKSIDE PT N1/2 NW1/4 SEC 25 T7N R20E; COM SW COR N50°11'00"W 175.00 FT; N62°19'00"E 133.70 FT; S30°40'40"E 150.00 FT; S53°15'25"W 75.51 FT TO BGN :: EX VOL 781/106 DEEDS DOC# 4119791



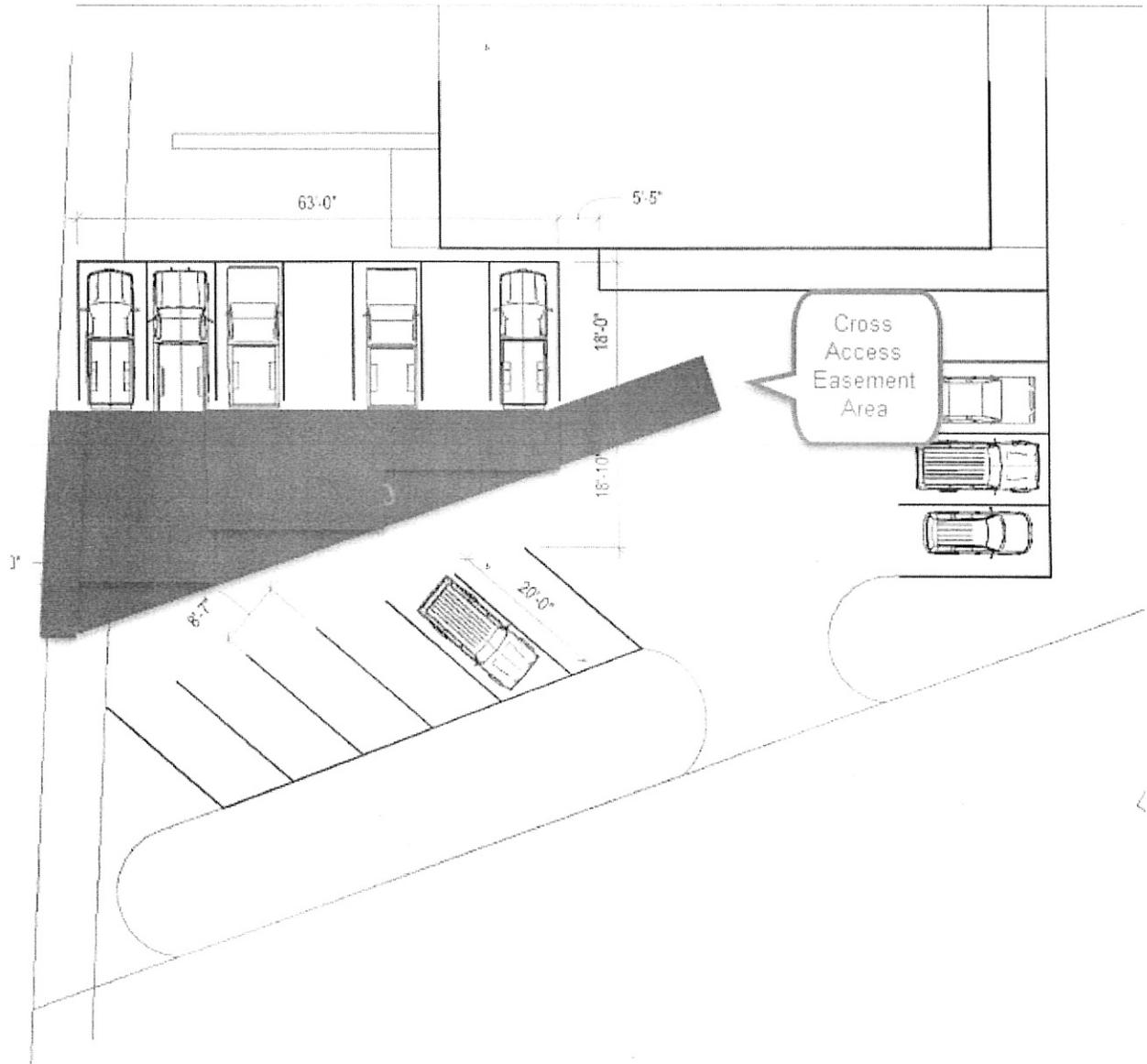
# EXHIBIT B

## LEGAL DESCRIPTION

PT LOT 10 BLK 1 BROOKSIDE PT NW1/4 SEC 25 T7N R20E COM SWLY COR LOT 10 BLK 1 N50°11'W  
175.00 FT N62°19'E 54.12 FT S50°11'E 111.96 FT S30°43'E 53.09 FT S53°15'W 33.21 FT TO BGN VOL  
781/106 DEEDS



# EXHIBIT C





Division of Transportation  
 Investment Management  
 Bureau of State Highway Programs  
 PO Box 7913  
 Madison, WI 53707-7913

Scott Walker, Governor  
 Mark Gottlieb, P.E., Secretary

Email: [wislrinfo@dot.wi.gov](mailto:wislrinfo@dot.wi.gov)

July 20, 2016

Local Road 50/50 Split Agreement

We have received your request to switch section(s) of road(s) with another municipality.

Please fill out the form below, mark the enclosed maps to show the section(s) you wish to change and have the other municipality representative sign both the form and the map to show agreement. Please note that we will not make changes that result in the loss of mileage for any municipality as per statute 86.302(1). If you have any questions please leave a message at 608-266-2865. Completed forms and maps should be returned to:

WISDOT-DTIM  
 ATTN: Statewide Local Roads Coordinator  
 4802 Sheboygan Ave., Rm. 933  
 P.O. Box 7913  
 Madison, WI 53707-7913

The Town, Village, or City (please circle respective municipality type) of Elm Grove and the Town, Village, or City (please circle respective municipality type) of Wauwatosa request to make a switch in road location for the sections that our respective municipality maintains.

The road in question is N. 124<sup>th</sup> Street.

*(Please verify the road signs for correct name and spelling)*

All parties agree to make this update.

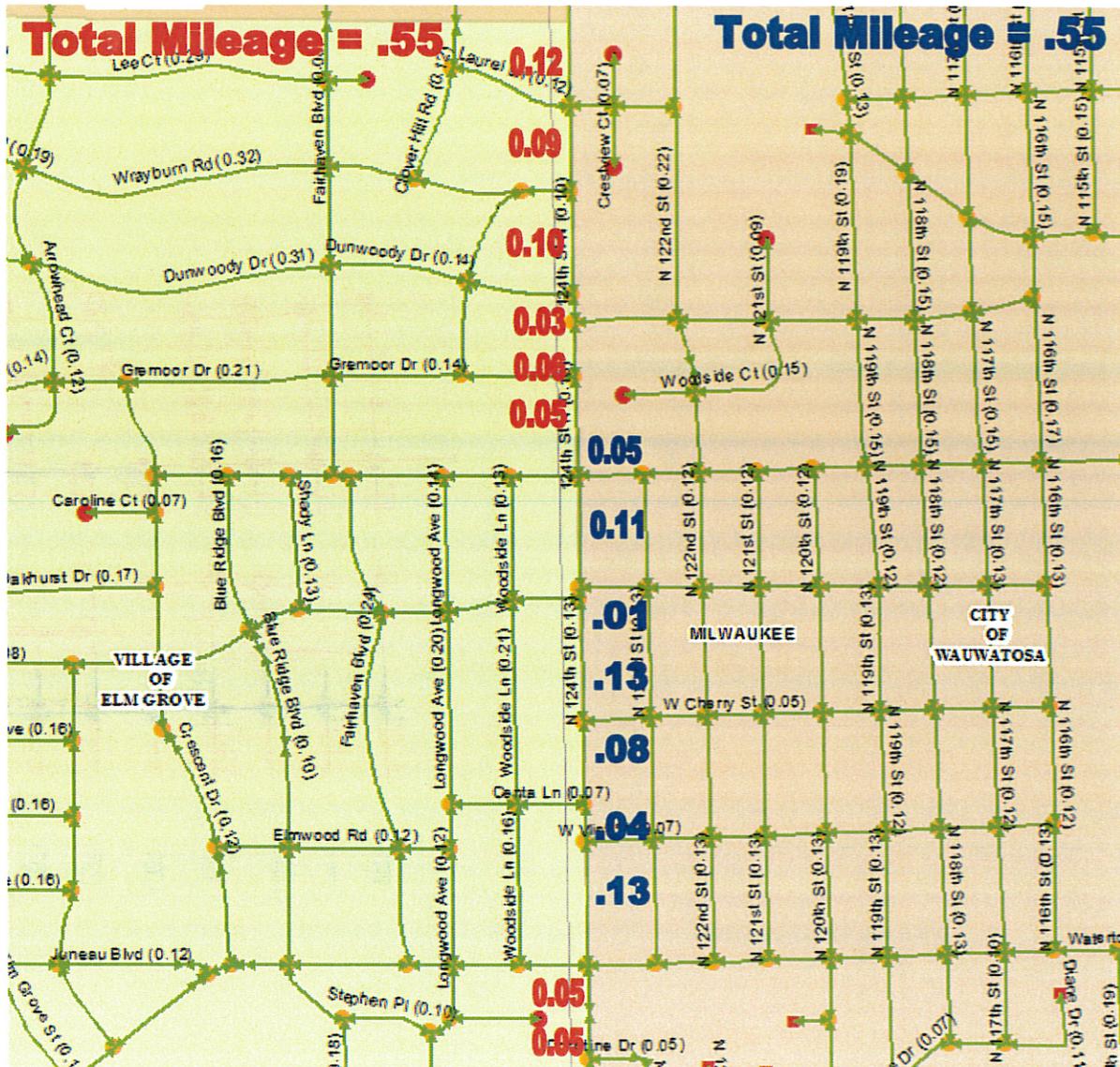
\_\_\_\_\_  
 Signature, Town Chairperson, Village President or City Official

County of \_\_\_\_\_ Date: \_\_\_\_\_

\_\_\_\_\_  
 Signature, Town Chairperson, Village President or City Official

County of \_\_\_\_\_ Date: \_\_\_\_\_

# PROPOSED MILEAGE LOCATION FOR N 124<sup>th</sup> Street VILLAGE OF ELM GROVE AND CITY OF WAUWATOSA





## Richard Paul Jr

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**From:** Evans, Gary <GEvans@waukeshacounty.gov>  
**Sent:** Wednesday, June 22, 2016 4:25 PM  
**To:** Richard Paul Jr  
**Subject:** LRIP Application

Richard

I received the comment below from the WisDOT regarding your LRIP application. Perhaps we should talk.

Gary

Gary M. Evans P.E.  
Engineering Services Manager  
Waukesha County Department of Public Works  
1320 Pewaukee Road  
Waukesha, WI 52188  
(262)548-7740 Main  
(262)548-7746 Direct  
(262)896-8097 Fax

Village of Elm Grove – Both roads identified on the application are border roads and the sections the village applied for belong to the City of Wauwatosa which makes this application not eligible. If the Village feels ownership for these sections are wrong, they need to work with WISLR folks to do a border swap before we could submit this application. Each community owns an equal portion of N. 124<sup>th</sup> St. and Knoll Rd. The WISLR contact person is Kathleen Spencer and her number is 608-266-9911. She would work with the village on the required paperwork to make the border swap.



# MEMO

TO: Public Works Committee  
FROM: David De Angelis  
DATE: August 19, 2016  
RE: Wisconsin Avenue Extension

Over the past several years the Village has been exploring the request for the extension of Wisconsin Avenue from the City of Brookfield to connect to Pilgrim Parkway in the Village of Elm Grove. Throughout this time there have been several traffic studies done by firms retained by Brookfield and Elm Grove. This memo is an attempt at summarizing the issues and some of the findings into a single location for the ease of review and discussion. The two principal components to consider for the review of the extension are the potential for traffic alleviation on Bluemound Road and the ability to control the situation with the Watertown Plank Road signal locally versus after the fact of having the DOT assume control of the intersection in balance with local road and resident/business impacts.

The issues that surround the extension of Wisconsin Avenue include the following, in no particular order:

1. Elimination of traffic signal at Watertown Plank Road eliminating left turns for west bound Watertown Plank Road
2. Business access impacts
3. Traffic Impacts to Pilgrim Parkway
4. Traffic Impacts to Watertown Plank Road
5. Traffic Impacts to Terrace Drive
6. Loss of control of Watertown Plank Road Intersection to the State Department of Transportation (DOT)
7. Design of new intersection

The Table below summarizes the current and estimated traffic for the area intersections.

<b>INTERSECTION</b>	<b>ANNUAL AVERAGE DAILY TRAFFIC</b>	<b>ANNUAL AVERAGE DAILY TRAFFIC ADJUSTED FOR DIVERTED TRAFFIC</b>
Bluemound & Pilgrim	18,500	17,100
Watertown Plank & Pilgrim	5600	4200
Wisconsin & Pilgrim	12,000	12,000
Terrace & Bluemound	1673	2793

There have been two intersection designs considered for the extension. A fully signalized intersection and a roundabout. There are two designs attached to this memo for illustration of those alternatives. The signalized intersection provides timed traffic breaks and a smaller footprint but limited ability for U-turn truck traffic while the roundabout provides better opportunity for U-turn traffic for delivery trucks and continuous traffic flow but has a much larger footprint. Both alternatives require changes to the ingress/egress point for the Ace Hardware and the adjacent commercial buildings.

There has also been discussion on maintaining the signals at Watertown Plank Road and Pilgrim and only eliminating the signal at the entrance to the North Shore Bank Property. The evaluation of this alternative did not see any significant improvement to the intersection operation. (TES report February, 2016)

There has been considerable discussion regarding alternatives for Terrace Drive and the traffic that would be diverted to that location. Attached to this memo is a letter of review from TES that summarizes those alternatives and evaluates their effectiveness.

The Village has also been concerned about the potential of the DOT taking over the Watertown Plank Road and Pilgrim intersection due to conflicts and impeding traffic flow on US 18. This issue has been raised on many occasions by the DOT with the implication that if the situation significantly deteriorates the DOT would consider assuming the responsibility and ownership of the intersection. In effort to forestall such actions the Village has cooperated with the DOT in integrating the Bluemound and Watertown Plank intersections together through their new adaptive signal system. While this is working currently there is not a recognition of this as being a permanent solution. The Village Board did request a legal opinion from its legal counsel regarding the DOT's ability to assume control. The Attorney submitted an opinion which concluded they did have the authority to do so if warranted by the adverse impacts to their highway. (de la Mora opinion March 2, 2016)

This memo is not intended to be entirely comprehensive but only a summary of the main issues. There are multiple reports that go into greater detail and depth on all of these issues which Village Staff will place on the Village Website for review and direct access.

If there are any questions please do not hesitate to contact me.



August 17, 2016

David De Angelis, Village Manager  
Village of Elm Grove  
13600 Juneau Blvd  
Elm Grove, WI 53122

Re: Watertown Plank Road Diversion Traffic

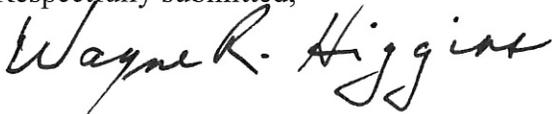
As part of the review for impact of the City of Brookfield proposal to extend Wisconsin Avenue to Pilgrim Parkway, there is an impact to traffic on Terrace Drive between Bluemound Road and Watertown Plank Road and the respective intersections. A separate exhibit was prepared for the comparison of traffic that currently exists on Village streets and the distribution of diverted traffic resulting from the restriction of westbound Watertown Plank Road at Pilgrim Parkway. The westbound traffic would be required to turn right at Pilgrim Parkway travel north to a roundabout at Wisconsin Ave and Pilgrim Parkway and then return south to access Moreland Road to travel south or Bluemound Road to travel west. This generates diversion traffic to Bluemound Road and Terrace Drive is expected to handle the diversion traffic much as it does now.

In order to restrict diverted traffic on Terrace Drive between Watertown Plank Road and Bluemound Road some alternatives have been proposed.

1. Cul de sac Terrace Drive: This would work best to close it at Watertown Plank Road and leave local traffic maintain access at Bluemound Road. Another alternative suggested was cul de sac at both ends. Requiring residents to use Froedtert Drive to Rosedale Drive as alternate access. It would improve the safety for U-turns on eastbound Bluemound Road.  
Besides local access for residents along Terrace Drive; it serves traffic to reach Elm Grove Lutheran Church for Services, School and Child Care activities. Restricting this through traffic will cause dispersion of the traffic to other streets connecting to Wisconsin Avenue as a travel alternative. Providing recommended travel brochures to the Church could aide in encouraging drivers to use Sunny Slope Road entering or exiting or Pilgrim Parkway entering and then Watertown Plank as alternative routes.
2. A restriction in Bluemound Road median has been proposed that would prevent north-south through traffic. The median "pork chop" design would in my opinion have little impact since the 7:15 to 8:15 Am peak has no vehicles making this movement and 4:45 to 5:45 PM peak has 1 from the north and 1 from the south. There are no vehicles from the south that cross Bluemound to Terrace in either the AM or PM peak hour from TES traffic counts.
3. The modification to shorten the Bluemound Road median west at Terrace Drive has been presented to WisDOT staff with no commitment to do so. This would reduce intersection conflicts by separation of north-south turning traffic from eastbound U-turning vehicles.

4. Another consideration is to restrict traffic movements southbound at Terrace Drive and Bluemound Road to right turn in and out. Implementation is through a median “pork chop” type barrier. This will improve traffic flow for the diverted traffic by reducing the queue due to only needing gaps in westbound traffic for right turns. The 5 vehicles in the AM peak and 10 vehicles in the PM peak that turn left or go straight would be diverted to another location. There are no vehicles from the south that cross Bluemound to Terrace in either the AM or PM peak hour from TES traffic counts.

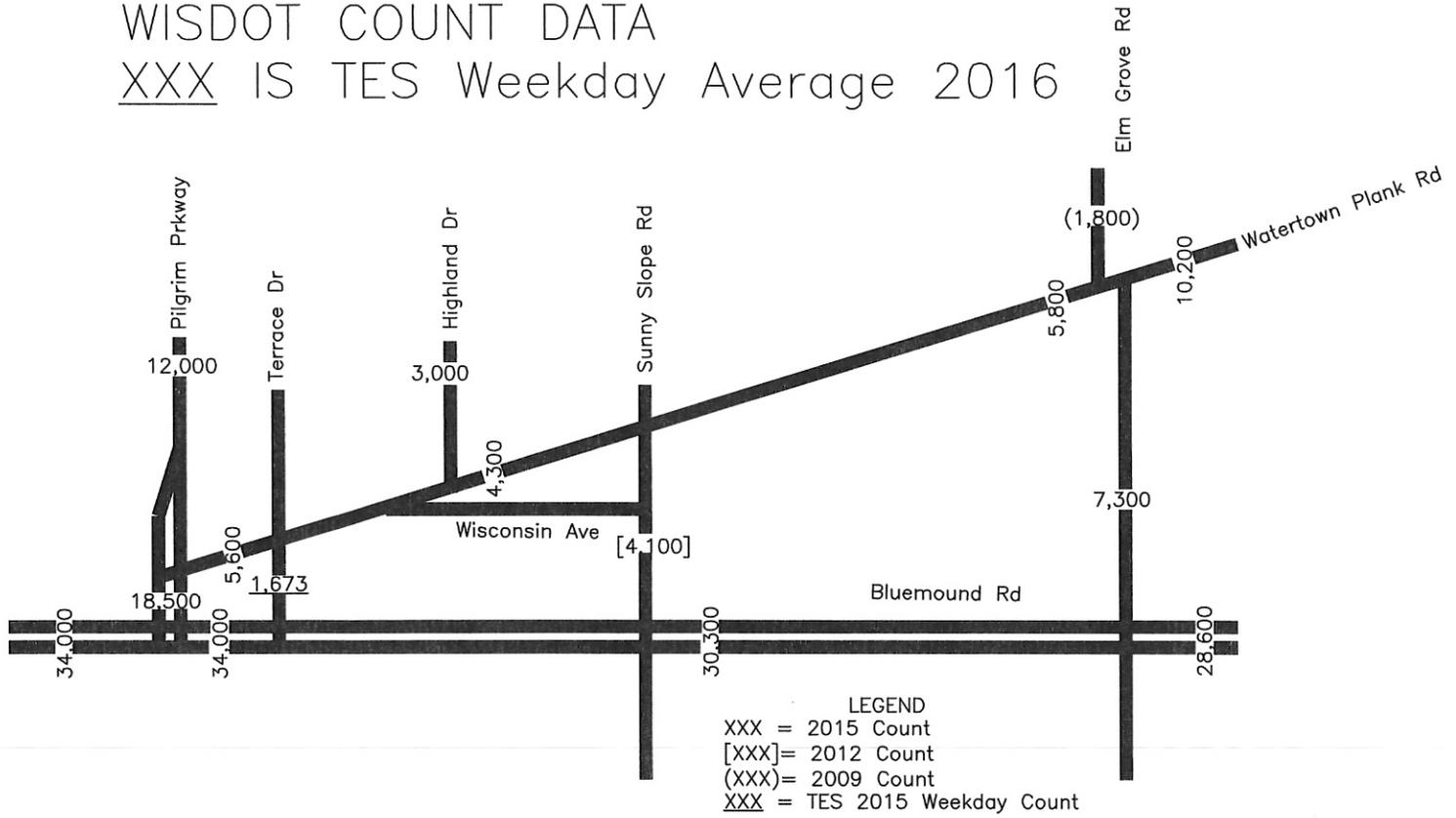
Respectfully submitted,

A handwritten signature in black ink that reads "Wayne R. Higgins". The signature is written in a cursive style with a large, sweeping initial 'W'.

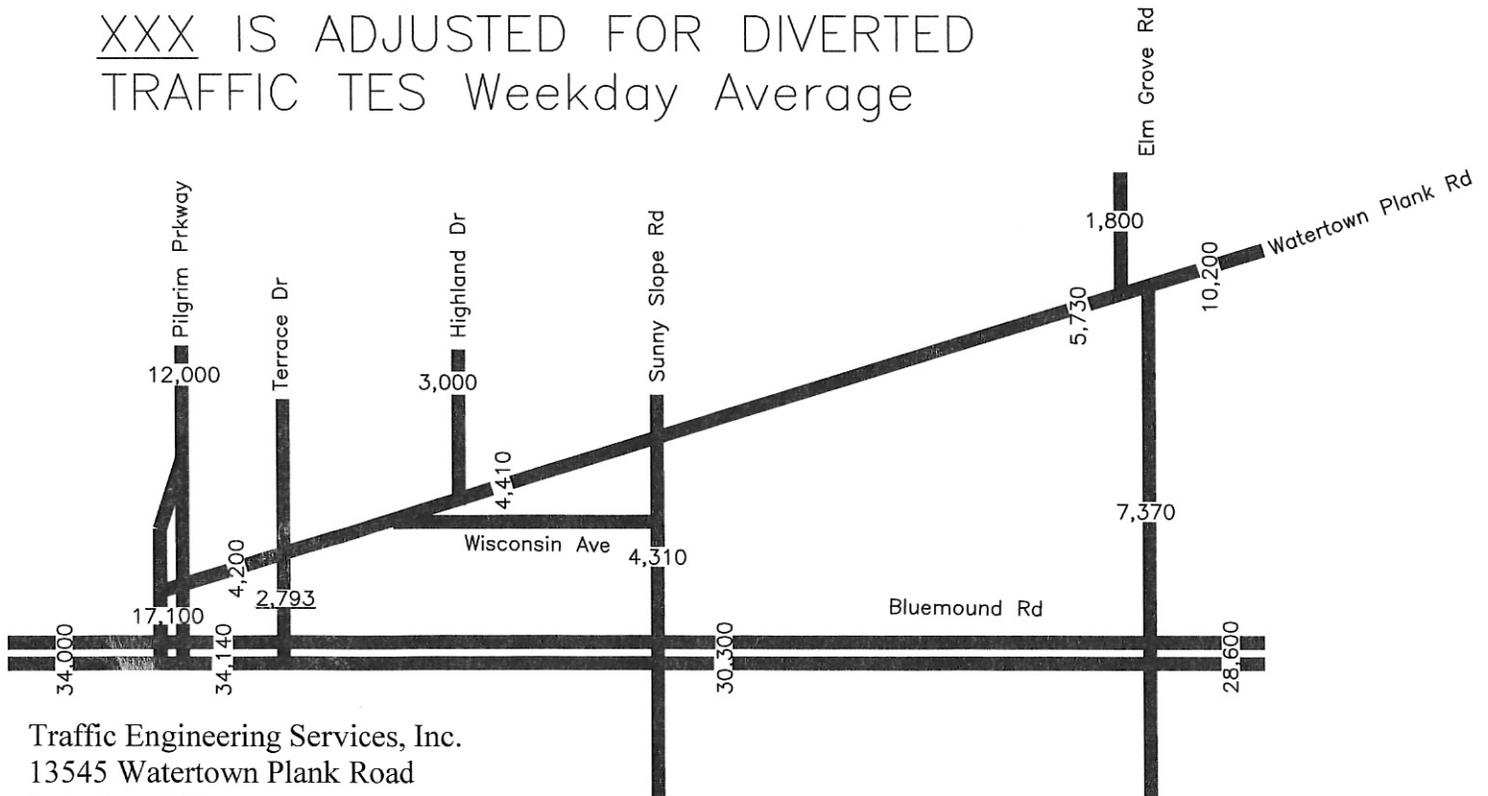
Wayne R. Higgins, PE, PTOE  
President

Enclosure

Annual Average Daily Traffic (AADT)  
 WISDOT COUNT DATA  
 XXX IS TES Weekday Average 2016



ADJUSTED FOR DIVERTED TRAFFIC  
 AADT WISDOT COUNT DATA  
 XXX IS ADJUSTED FOR DIVERTED  
 TRAFFIC TES Weekday Average



Traffic Engineering Services, Inc.  
 13545 Watertown Plank Road  
 P.O. Box 423  
 Elm Grove, WI 53122

**LOCATION:** Terrace and Buemound Road  
**DATE COLLECTED:** Wednesday, July 23, 2014  
**COLLECTED BY:** Traffic Engineering Services, Inc.  
**AM PEAK**

CARS (Unshifted)

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			U-TURN	TOTAL
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		
7:15 AM	1	0	16	1	213	0	0	0	1	9	322	0	11	574
7:30 AM	1	0	18	1	266	2	0	0	2	8	400	1	15	719
7:45 AM	1	0	22	0	377	3	0	0	0	9	458	3	12	888
8:00 AM	2	0	15	1	277	2	0	0	0	7	369	1	8	683
TOTAL	5	0	71	3	1133	7	0	0	3	33	1549	5	46	2864

TRUCKS

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			U-TURN	TOTAL
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		
7:15 AM	0	0	0	0	5	0	0	0	0	0	5	0	0	10
7:30 AM	0	0	0	0	7	0	0	0	0	0	4	0	0	11
7:45 AM	0	0	0	0	3	0	0	0	0	0	6	0	0	9
8:00 AM	0	0	0	0	2	0	0	0	0	0	6	0	0	8
TOTAL	0	0	0	0	17	0	0	0	0	0	21	0	0	38

TOTAL VOLUME

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			U-TURN	TOTAL
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT		
7:15 AM	1	0	16	1	218	0	0	0	1	9	327	0	11	584
7:30 AM	1	0	18	1	273	2	0	0	2	8	404	1	15	730
7:45 AM	1	0	22	0	380	3	0	0	0	9	464	3	12	897
8:00 AM	2	0	15	1	279	2	0	0	0	7	375	1	8	691
TOTAL	5	0	71	3	1150	7	0	0	3	33	1570	5	46	2902

FROM NORTH - TERRACE  
 FROM EAST - BLUEMOUND  
 FROM SOUTH - Westmoor  
 FROM WEST - BLUEMOUND

% TRUCKS= 1.31  
 PHF= 0.81

**LOCATION:** Terrace and Buemound Road  
**DATE COLLECTED:** Wednesday, July 23, 2014  
**COLLECTED BY:** Traffic Engineering Services, Inc.  
**PM PEAK**

CARS (Unshifted)

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT			
4:45 PM	3	0	13	1	526	2	1	0	3	0	11	343	1	12	914
5:00 PM	1	1	14	0	565	0	0	0	1	0	9	450	3	20	1063
5:15 PM	5	0	15	1	508	2	1	2	0	1	13	442	3	22	1010
5:30 PM	0	0	14	0	522	2	1	3	1	3	13	397	1	28	985
<b>TOTAL</b>	<b>9</b>	<b>1</b>	<b>56</b>	<b>2</b>	<b>2121</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>46</b>	<b>1632</b>	<b>8</b>	<b>82</b>	<b>3972</b>

SINGLE UNIT TRUCKS (Bank 1)

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT			
4:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	1	0	2	0	0	0	0	0	0	2	0	0	5
5:15 PM	0	0	0	0	3	0	0	0	0	0	0	2	0	0	5
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>

SEMI TRUCKS (Bank 2)

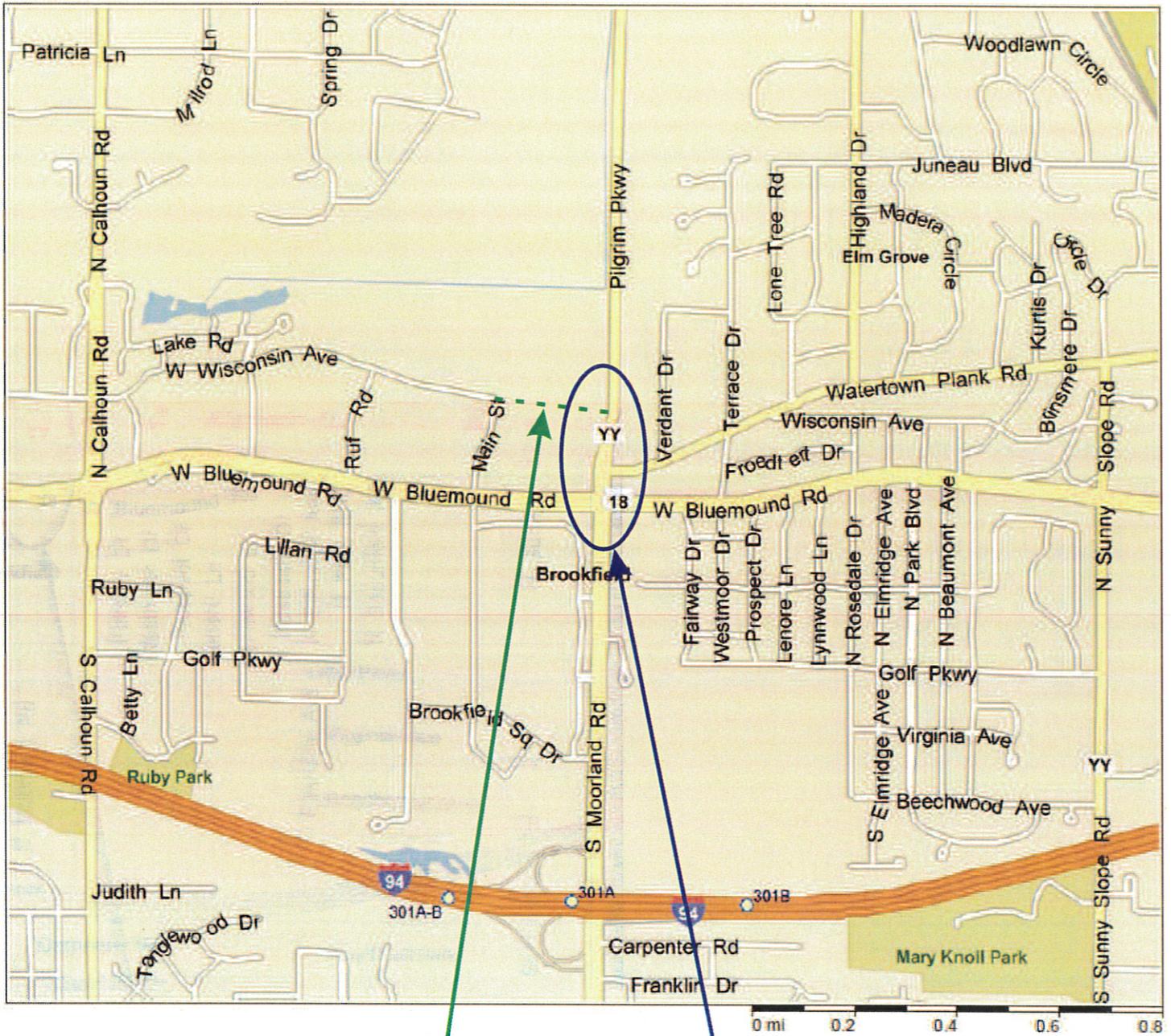
START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			TOTAL		
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT			
4:45 PM	0	0	0	0	4	0	0	0	0	0	0	1	0	0	5
5:00 PM	0	0	1	0	2	0	0	0	0	0	0	2	0	0	5
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>

TOTAL VOLUME

START TIME	FROM NORTH			FROM EAST			FROM SOUTH			FROM WEST			TOTAL			
	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT				
4:45 PM	3	0	13	1	534	2	1	1	0	3	0	11	344	1	12	923
5:00 PM	1	1	16	0	569	0	0	0	0	1	0	9	454	3	20	1073
5:15 PM	5	0	15	1	513	2	1	2	0	1	0	13	446	3	22	1019
5:30 PM	0	0	14	0	525	2	1	3	1	3	0	13	398	1	28	989
<b>TOTAL</b>	<b>9</b>	<b>1</b>	<b>58</b>	<b>2</b>	<b>2141</b>	<b>6</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>1642</b>	<b>8</b>	<b>82</b>	<b>4004</b>

FROM NORTH - TERRACE  
 FROM EAST - BLUEMOUND  
 FROM SOUTH - WESTMOOR  
 FROM WEST - BLUEMOUND

% TRUCKS= 0.80  
 PHF= 0.93



**Wisconsin Avenue  
Extension**

**Study Area  
Intersections**

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**TRAFFIC  
ANALYSIS &  
DESIGN, INC.**



Exhibits: 03-18-11

**EXHIBIT 1  
STUDY AREA MAP  
...  
BROOKFIELD, WISCONSIN**



NOT TO SCALE



Imagery ©2016 Google, Map data ©2016 Google 200 ft



**LEGEND**

-  Traffic Signal
-  Stop Sign
-  Anticipated Lane Configuration
-  Sidewalk or Multi-Use Path
-  XX' Anticipated Turn Bay Storage Length (in Feet)

